### THE STATE CAPITAL.

ion on the Railroad Directors' Bill-The Tax Levy in the Senate—A Few Amendments—The Possible New Pollee Commissioner—The Sheriti's Bill Shaved Down-The Decker Election Case Holds Over-Hollman's Veto of Aveneue C Rail-ALRANY, April 20, 1859.

A very spirited debate occurred in the House to av on the bill amending the act in relation to the Erie, New York Central, Hudson River and Harlem Railway companies, providing that no stock-holder or director in the Eric road shall be a director in any of the other compa-Mr. La Bau, Commodore Vanderbilt's son in-law and Mr. L. M. Kiernan, took a lively part in the discussion against the attempt to amend the aw. Mr. Hitchman fought bravely and atmost ne in its favor. Kiernan made one of his best alone in its favor. Kiernan made one of his best speeches—and he can always make a good one—upon this occasion. He was probably stirred up to a point of more than usual eloquence and earnestness from the fact that he was speaking against the views enterrained by many of his collecgues, and that he knew an antazonist worthy of his steel would be in the litts against him. Hitchman put his points strongly, parrying the thrusts of his opponents with great dexterity. He was listened to with that attention and respect which his calm, deliberate and emphatic style of oratory always commands, and to which his position as late Speaker of the House entitles him. The arrows, barbed with points as fine as needles, and feathered with wit and sarcasm, which La Baulet by at Hitchman, seemed to fall from the paneply of the latter bituned and ineffectual. Although the discussion was warm the result was cool enough, for the bill was land on the taole for the present.

cool enough, for the bill was laid on the taole for the present.

The Senate spent its time to-day upon the tax levy. Several amendments not materially affecting the total amount which the taxpayers bave to foot up were discussed. It does not look just now as if the four and a half millions will be much reduced, although there will be a good deal of shifting and shuffling from one item to another. The proposition of Senator Folger to increase the sum for the construction and maintenance of public hydrants and other necessary accommodations for the wayfarer in the great city tract, is a good one, and should be adopted. New York is behind all the cities in the world in this regard. The absence of these conveniencies is, in fact, a reproach to the government of the metropolis.

world in this regard. The absence of these conveniencies is, in fact, a reproach to the government of the metropolis.

The nomination of Henry Smith to the place of Police Commissioner, vacated by the resignation of Mr. Acton, is looked upon by both parties with considerable satisfaction. It is not likely that the democrats will endeavor to caucus another nominee into the field. As far as I can learn, there is no disposition to do anything of the kind. On the contary, Mr. Smith is regarded by them, under the curcumstances, as a very fair man for the place. Kings county hoped to obtain a place on the Board and is, consequently disappointed; but it would seem that the fates are against her.

The bill increasing the fees of the Sheriff's office has been so amenaded in the Senate Judiciary Committee as to bear but the 'shadow of its former greatness." It is quite probable that in its present soape, being in fact eviscerated, it will receive the unanimous support of both parties. The causes relating to partition sales, to the collection of fees for serving attachments and to commitments have been stricken out. So that the bill is now, comparatively speaking, unobjectionable to those who opposed it most relentiessly.

The case of Hawkins against Decker, contesting

stricken out. So that the bill is now, comparatively speaking, unobjectionable to those who opposed it most reientlessly.

The case of Hawkins against Decker, contesting the seat for Richmord country, which was set down for special order in the House, did not come up today. Had it done so it is probable that a further postponement would have been the result, although the disappointment to Mr. Hawkins would no doubt have been severe, for he is watching the attair and all concerned in it on the floor with the keenness of a hawk and the eagerness of an expectant "honorable member." Honest John Decker naving served out his hundred three dollar days, and a few more without remuneration, it is hardly worth wasting the feeting hours of legislative life in discussing the legality of unseating him.

Previous to the adjournment of the Senate Governor Hoffman sent in his veto of the Avenue C Raifroad bill, in conformity with the rule which he has laid down for the protection of the whole people of New York against the incorporated interests of an ambitious few. This veto did not come with surprise, nor "unberailed," for I informed your readers a few days ago that it was in course of preparation in the Executive brain and was certain to spring forth fully armed about this time. I send you the message in full. You will see that it is a comprehensive and simple document, although there is no denying that many of the Governor's political riends regret that he found it necessary to issue it. They claim that this road would be of especial convenience to the poor working people who reside in Brooklyn. However, this is an aspect of the question which, it is fair to presume, the Governor has not overlooked. This makes the thirteenth veto which have been introduced and passed upon. I understand that about thirty-five bills are now before the Governor for his approval. Hundreds are sull in process of legislation. The following is the veto:—

ore, refere return the bill and respectfully ask its re-con JOHN T. HOFFMAN.

# NEW YORK LEGISLATURE.

# SENATE.

The Senate in the Committee of the Whole went to the special order—the New York City Tax levy.

The amendment to the tax levy appropriating \$10,000 for the erection of public drinking hydrants and urinals, such sum to come from the excise funds and disbursed by the Board of Health, was adopted. Also \$125,000 for the completion of the Infants' Hospital at Randail's Island. The appropriation for repaying Broadway (203,000) was stricken out.

Mr. Parkers offered an amendment that hereafter all taxes in the city and county of New York be authorized exclusively by a board consisting of the Mayor, Compiroler, Chamberlain of New York, presidents of the various metropolitan commissions, Croton Aqueduct Board, Commissioners of the Central Park, Charities and Corrections and the Board of Education. Any person assessed may be heard before said board, Pending the discussion the committee arose and reported progress. On motion of Mr. Crowley the bill was then ordered to a third reading. and urinals, such sum to come from the excise funds

reading.

Another vito by the governor vetoing the bill for the extension of Avenne C Railroad, the ground there of being that the raid authorized the ground thereof being that the raid authorized road has not yet commenced building, and that no compensation is allowed to the city. Tabled.

Adversely to increasing the sailaries of the officers and firemen of the Metropolitan Fire Department. Mr. Tweed moved to disagree and order the bill to the Committee of the Whole. Lost, by 11 to 13.

Yeas-Messr. Bradler, Caldwell, Creamer. Edwards.

YRAn-Messra. Bradley, Caldwell, Creamer, Edwards, Genet, Graham, Hubbard, Norton, Palmer, Price, Tweed. -11. NAYS-Messra, Banks, Campbell, Crowley, Folger, Hale, Kennedy, Morgan, Murphy, Nicks, Parker, Stanford, Thayer. Van Patten. -13.

Van Paism—13.

Adversely to preventing the staughter of cattle south of Eighty-auxth street in New York. Also adversely to increasing the compensation of doormen of the Metropolitan Police. Favorably to the amendment of the charter of Eimira. Adversely to providing suitable rooms for the use of the Exempt Firemen's Association. Mr. Norton moved to refer the bill to the Committee of the Whole. Lost, by 11 tq 11.

# ASSEMBLY.

ALBANY, April 20, 1860.

BILLS PASSED.

Relative to the Wallabout improvement at Brook-

Company, of New York; donating to the American Museum of Natural History duplicate specimens belonging to the State; to incorporate the Clide Water Works; establishing public markets in the Ninth ward in New York; extending Madison avenue; in relation to the Court of Oyer and Terminer of New York; providing for the appointment of additional notaries public, 250 for New York, and five to each Assembly district; in relation to the Burwle and Williamsville Railroad; extending the time for the expiration of licenses in the Metropolitan district to May 10; to amend the charter of Oakwood Railroad, Syracuse; to authorize the construction of the New Brighton and Onondaga Valley Railroad; incorporating the People's Savings Bank, Buffalo. The bill increasing the salaries of the Justices of the Savieme Court, Third district, by allowing certain extra fees was aliled by a vote of 35 to 50.

### REFORM LEAGUE.

Meeting at Chickering Hall in Boston-Speeches by W. L. Garrison and Others-

The meeting in Chickering Hall to-night to establish a Reform League was weil attended, and embraced many prominent men in commercial and other walks of life. James A. Dupee called the meeting to order with introductory remarks. Edward Atkinson was chosen to preside. Addresses were made by Mr. Atkinson, John W. Candler, William Lloyd Garrison, Nathaniel C. Nash, James A. Dupee and others.

proposed to take in the proceedings was a very sub-ordinate one. This was a meeting with special reference to business interests. In a literal sense he stake in matters of commerce or manufactures than others whose pursuits lay in another direction. Yet perhaps no man had had more to do with the business of the country—at least as a disturbing force-for the last forty years, than he had; and certainly the industrial elements had had a good deal to do with him, in an antagonizing way, during the same period. Happily, they were no longer at variance with each other for any such cause. As to mere details and statistics respecting free trade, on the one hand, and the protective nolley, so called, on the other, he was but a novice; bufas to those prunciples which underlie all national-prosperity and determine the untural interchange of commodities he professed to be considerably enlightened.

Mr Garrison then proceeded to sav that in assailing the system of negro slavery, he did so not merely because it annihilated all human rights, but also because it was in dagrant violation of all the laws of political economy. It was in constant antagonism with free labor, and succeeded in cruping it to a most damaging extent. It not only added nothing to the wealth of the country, but continually subtracted from it, and prepared the way for those disastrous bankruptcies which from time to time swept over the country. Yet, during the long, protracted struggle with slavery, business men along the seaboard, in the interior, everywhere were so blind to their own interests, so ignorant of the laws of political economy, so completely under the enchantment of the Southern slaveholding maxicians that they left nothing undone to shield the "peculiar institution" from harm, as indispensable to commercial and manufacturing success. This was, indeed, to be "penny wise, pound foolish," Nothing could disned through which we had passed, Our imaginary gains had turned out to be immense losses; the late rebellion, which was of slavery and for slavery exceived, alone costing us four thousand millions of dollars, to say nothing of what it cost the bound in the proceedings of a meeting called with reference to business and monetary affairs. There was nothing intricate in freedom, sophisticates the judgment and dazzles to betray. Debrying the rectified or feasibility of building ourselves up by an exclusive policy, obstructing the natu certainly the industrial elements had had a good deal to do with him, in an antagonizing way, dur-ing the same period. Happily, they were no longer

whereas we believe the following propositions to be true:

That every man is entitled to the results of his own labor,
and to exchange the same at pleasure, wherever he can do so
to the test advantage.

That all interference of government, by which he is made
to receive for his efforts a less quantity of the objects of his
to receive for his offorts a less quantity of the objects of his
natural rights, to be otherwise obtain, is an infringement of
natural rights, to he will be not a purpose of the objects of his
the objects of the objects of the objects of his
the objects of his objects of his objects of his
thereby the soint regulator of all is not over secretal line, and

toil. That the phrase "we cannot compete with other nations" in the production of a given article, means simply that we can do better in producing some other thing; that the required in vestments of labor and capital will not pay in the one case because there is some other employment for them which offer

expense of such objects by a just and equal system of take tion.

That in the exercise of a sound discretion, government may properly levy customs duties under the power to raise taxes, but such duties should be land for the purpose of gaining revenue, and not for the purpose of diminishing revenue by excluding goods. That when duties are raised so high as to yield no revenue such power ceases to be taxation and becomes spollation, compelling the community to pay high prices for merchandles, from which the public treasury gains no benefit, while the extra price goes to the benefit of a few persons, or, more probably, is wasted in the effort to produce something which could be more advantageously obtained by an exchange of products with some other nation.

That no two persons exchange property unless each sup-oses the trade to be for his advantage, and that what is a ood and profitable transaction between two individuals can-not be a bad one if multiplied a million fold between two atlons.

not be a bad one if multiplied a million food between two nations.

That the true policy of government is to seek to aid the manufacturing interest by enabling it to produce goods cheaping, so as to be able to mest competition and sunsity other paragrafs, father than by excluding competition and sunsity other paragrafs, father than by excluding competition, and, more to make goods dear. To this end raw materials, machinery, fuel and fumber should be exampted from duty, and, more important than all else, a currency of real value should take the place of depreciated paper.

That experience has shown that protective dotics are inefactions of the place of depreciation for significant in the content of their products, making to adjace range of prices for all commodities, and again tempoling to increased imports.

That the only effectual mode of reducing importations to a That the only effectual mode of reducing importations to a

Relative to the Wallabout improvement at Brooklyn; to erect the new county of Nassau from parts of Suffolk and Queens county, by a vote of 77 to 11; to incorporate the Amanica Bay Railroad Company; to incorporate the New York Guaranty Company; to the village of Fairport.

To incorporate the Village of Mount Vernon; reving the charter of Union Springs; to incorporate the Brooklyn; to amend the charter of Union Springs; to incorporate the Brooklyn City Market; providing for the extension of Madison avenue, New York; to amend the Sanking laws to confer upon the State banks the privileges credited to national banks; to amend the act for the protection of purchasers of real estate by surrogate's orders; to amend the Croton water aquedust act, changing the line thereof between 14th and 120th streets to amend the Croton water aquedust act, changing the line thereof between 14th and 120th streets to amend the Croton water aquedust act, changing the line thereof between 14th and 20th streets.

BILL CLASSIFYING BALROAD DIRECTORS.

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Committee of the Finderctor shall go out of office committee of the Amenica of the country of the clause providing for the classification of the country to the surface of the country while all values are measured by a constantly worth of directors.

Afternoon Session.

The Spraker presented the wenty-cighth annual report of the State Agricultural Society.

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Bills ondered to a sociation of the Black River and sk, Lawrence Railroad Company; regulating the articless of association of the proton may be committeed the country to the

No effect or member of the league shall be permitted to make any agreement for the payment of any money, or neur any liability beyond eash on hand.

Mr. J. W. Candier spoke next. He dweit upon the importance to Boston and New England at large of the trade with the British provinces. He argued that Boston could not expect to couptrol a large portion either of the interior Western trade or of the foreign trade. She must look to her natural dependencies in the North and East for the sources of that commercial greatness which she is vainly striving to command in other directions. The area to the North, from which she is now cut off by the existing fariff, exceeds four hundred thousand square miles, with a population greater than that of the whole of New Enekand. The value of the export and import trade of that region, now almost wholly enjoyed by Great Britain, was last year one hundred and skxymilions of dollars. The mineral resources of the Canadas and of New Brunswick, Nova Scotia and Newfoundland are even more important to us. The loss of cheap coal and of cheap lumber affected our prosperity most disastrously. To improve this state of things by the re-establishment of reciprocut treaties would be a worthy object for the Reform League. He hoped that the people of New England would help in the work of throwing down the barriers which a mistaken polley had erected between our neighbors on this continent and ourselves.

Mr. Estes Howe, in announcing his acceptance of the position of president of the leavue, expressed his thanks for the unexpected compliment. He feit there were others more worthy of the distinction, but he did not feel at liberty to decline any position in which he could be of any service to the cause. He claimed with those present that the only wise system of taxation is that which takes the least from the people and gives the most for what it takes to the Treasury; that, as all men are created equal, all men should have an equal chance in their trade or calling; that fair play to all interests is

the least from the people and gives the most for what it takes to the Treasury; that, as all men are created equal, all men should have an equal chance in their trade or calling; that fair play to all interests is the true pelley of a just government, and that all laws made to enhance prices are essentially and fundamentally wrong. He referred to the utter disregard of the interests of the consumers in the various struggles for protective tariffs. We propose to labor for a proper recognition of their lights. He was not afraid of the erv of "free trade" that would no doubt be raised against them. Hard names break no bones, though hard facts do smash down errors. Our friend (Mr. Garrison) has lived long enough to know that the epithet of derision and even of danger to life of to-day is the badge of honor and triumph to-morrow. The speaker their related the change of public sentiment regarding Mr. Garrison, as observed by himself. In conclusion he urged his audience to show the people of New England by the even logic of facts that there is no reason why free trade with other parts of the world should not be as good a thing as free trade within the Union.

### BROOKLYN CITY.

### THE COURTS.

SUPREME COURT-CIRCUIT.

An Action to Recover Insurance Money.

Lewis Williams vs. The Baltic Fire Insurance ompany.-Plaintiffs were dealers in sewing silks, ess at 307 and 309 Broadway, New York. doing business at 307 and 309 Broadway, New York. In November, 1867, they took out an insurance policy in defendant's company for \$1,500. On the first of June following, a fire occurred at their place of business, by which they sustained, as they claim, a loss of \$12,300. When defendants were called upon to pay the amount of the policy they had issued 10 plaintiff payment was refused, notwithstanding the fact that the plaintiffs had, as they claim, complied with all the silpulations of the policy. The answer set up was that the plaintiffs had not sustained losses so large in amount as was claimed. Case not finished at the rising of the court last night.

The Prespect Park Cellision Case.

The Prespect Park Collision Case. In the case of Joseph Hall vs. Theodore Dreir, Jr., reported yesterday, the jury brought in a scaled ver-dict for the plaintiff, assessing his damages at \$176.

### SUPERIOR COURT-SPECIAL TERM.

The Warehouse Defalcation-An Injunction

In the matter of the application for an injuno Peck.—Mr. John D. Mott, in behalf of the United States Warehouse Company, of which he is President, yesterday applied for an injunction restraining the firm of Parker & Peck, who keep a grain warehouse at the loot of Degraw street, Brooklyn, from removing grain which they have received in storage. The application was made on account of the alleged absconding on Saturday last of Mr. E. H. Peck of the above firm, who is a defaulter, it is said, to the extent of \$150,000. The ground of the application was, that the California grain against the removal of which the lujunction was sought, was the property of the company that the applicant represented, and that its removal by private parties would be an infringement of the rights of the corporation. The injunction was granted, and by its terms all removal of grain from the warehouse is prohibited until ownership of the grain questions that will arise from the fact of the defalcation alleged shall have been determined. Peck .- Mr. John D. Moit, in behalf of the United

Report of the Grand Jury-Their Discharge. Before Junge Barnard. The Grand Jury made their report yesterday morning and were discharged. A large number of indict-ments were found, but all for offences of a minor character.

Action to Recover Payment for the Use of a Dry Dock.

Before Judge Thompson. an action brought to recover the sum of \$312, for the use of a dry dock owned by the plaintiff, situated at the foot of Van Brunt street, Brooklyn. Defendant admits the use of the dock, but insists that the claim is too large. He claims to have offered plaintiff \$200 for the use of the dock. The case will be finished to-day.

The Case of Dudley vs. Scranton-Verdict for

the Plaintiff.
In this case, reported yesterday, the jury returned

a verdict for the plaintin of \$1,966, the whole amount demanded being \$9,265.

# COUST CALENDAS-THIS BAY.

SUPREME COURT—CIRCUIT.—Nos. 106, 116, 118, 119, 120, 121, 46, 47, 33, 96, 128, 123½, 133, 17, 22, 24, 34, 62, 78, 79, 81, 96, 110.
CITY COURT.—Nos. 79, 84, 86, 2, 12, 28, 34, 4, 46, 43, 66, 81, 14, 90, 91, 92, 93, 94, 96, 97.

# BROOKLYN INTELLIGENCE.

BROOKLYN MORTALITY.-The total number of BROOKLYN MORTALITY.—The total number of deaths in Brooklyn during the past week was 134, a decrease of seven from the mortuary of the previous week. Of the deceased thirty-two were men, thirty women, forty boys and thirty-two girls.

SENTENCE OF SHOPLIPTERS.—Joseph Richards and George Brown, aged respectively eighteen and twenty-one years, were yesterday sentenced to the Pentientiary for sixty days by Justice Voorhees for stealing goods valued at seventeen dollars from the store 198 Grand street, E. D.

DROWNED.—Michael Walsh, a boy five years of age.

DROWNED. - Michael Walsh, a boy five years of age, while playing on the dock at the foot of Pacific street, at half-nest three o'clock yesternest afternoon, fell into the river and was drowned. His body was subsequently recovered and taken to the residence of his parents, No. 20 Atlantic street.

CROWDING A TEAM OVERBOARD .-- John Van Drear was fined fifty dollars by Judge Cornwell yesterday for crowding a team of mules belonging to Charles Johnson overboard from one of the Bridge street ferryboats about a week ago. The accused had a heavy truck, and, as alleged, crowded the team of mules from the boat maliciously.

ROBERIES.—A sneak thief entered the basement

ROBBERIES.—A sneak thief entered the basement of the residence of Mr. M. S. Beach, at No. 66 Columbia street, and stole about forty dollars' worth of clothing, with which he escaped.

Some river thieves boarded several vessels lying at the foot of Bridge street, on Monday night, and stole about fifty dollars' worth of ropes, hawsers, &c. Accesso of Bunglany.—A young man named James Finn was arrested by an officer of the Portythird precinct resterday on a charge of burglary, having, as alieged on the night of the fifth of October last, broken into the show window of Whitehouse's shoe store, No. 17s Atlantic street, and stolen therefrom innerty dollars' worth of goods. He was taken before Justice Delmar, and pleading not quilty, his examination was set down for the 24th inst.

ACCIDENTS.-John Farrell, Patrick Gillen and Ter-ACCIDENTS.—John Farrell, Patrick Gillen and Terrance Smith were seriously injured systerials by the falling of a scafold at the Catholic college in Willoughby near Lewis avenue. Gillen, who was badly injured about the nead, was taken to the hospital. The others were taken to their homes.

Jonn Fay, a man sixty years of age, was severely injured yesterday by a load of bricks falling upon him. He was driving through Columbia street with the load, when the axietree of his cart broke and let the bricks upon him. He was taken to the hospital.

John Barret, while engaged in repairing a leader on the nonse No. 518 Atlante street, yesterday morning fell to the pavement and was seriously if not fatally injured.

Mr. Rodman Keating was caught between a car and the liberty pole at the foot of Pulion street yesterday afternoon and had his collar bone broken. He was taken to his house, No. 315 Fifth street. New York.

# SHIPPING NEWS.

Almanas for New York-Tals Day.

Sun rises ...... 5 13 | Moon sets..morn 2 36 Sun sets...... 6 45 | High water.morn 8 47

### PORT OF NEW YORK, APRIL 20, 1869.

Hernid Packares.

Captains and Fursers of Vessels arriving at this port will please deliver all packages intended for the Heralin to our regularly authorized agents who are attached to our Steam Yacht fleet. The New York Associated Press do not now collect marine reports nor attend to the delivery of packages, as will be seen by the following extract from the proceedings of the regular monthly meeting, helt March 3, 1838;—Resolved, That on and after Aoril 1, 1833, the Associated Press will discontinue the collection of ship news in the harbor of New York. Passed unanimously.

Ego The office of the Herald steam rachts JANES and JPANNETTE is at Whitehall sile. All communications from owners and consigness to the masters of inward bound reases will be forwarded free of charge.

### CLEARED.

Steamship Etna (Br), Jones, Liverpool via Halifax-J G Pale,
Steamship Virgo, Buikley, Savannah-Murray, Ferris & Co.
Steamship Niacara, Blakeman, Norfolk, Ci.y Point and Richmond-N L McCreal'v.
Ricamship Noctune, Baker, Boston-W P.C. vos.
Ship Cynosure (Br.) Cotello, Liverpool.
Bark Nazzarino (Ital), Lauro, Greenock-Fanch, Meincke

& Co., Back Gemsbok, Bunker, Melbourne—Mailler, Lord & Que-

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.
Steamship City of Port an Prince, Jackson, Port an Prince and Goodwee April II. Cane Hartl 18th via Delaware Breakwater 18th, with codee and logwood, to R Murray, Jr. Steamship Tills, Parties, disfreston, S days and 20 hours, to C H Mailor & Co.

to order.

k Panama (Br), McKenzie, Havana, 11 days, with sugar,
yd & Hincken. Had moderate weather.
k Sarah King (Br), Ogibbe, Havana, 12 days, with
to J F Wittney & Co. Had some heavy weather and
overcorsal.

nil. Griffin, Downey, Havana, II days, with sugar, Vard & Co. Had moderate weather. has (Br., Ayres, Sagua, 13 days, with sugar, to naster. Brig John Kendall (Br), James, Cape Town, CGH, 55 days, rith wool and skins, to Isaac Taylor. Crossed the Equator farch 21 in ion 30 W, and had fine weather up to Bermuda; Brig Amazon (Br), box. Had light winds and cases to Jones & Lough. Had light winds and cases germular, since strong northerly winds.

Brig Milwaukle, Brown, Demarara, 27 days, with sugar, &c, to Miler & Houghton. Had heavy weather most of the pa-sace; started forecastle and sud tined other damage.

Brig Autora (Br), Jolymour, Clenfuegos, 23 days, with sugar, to G F Peniston & Co. Had heavy weather from late upon the property of the property o

ing foremast, foretopsail and rower and split sails.

Illi, Clentingoa, 19 days, with sugar, &c, to effect the particle of the

the passage; no date, off Cape Corrientes, asw a recondashore, masts all standing, and apparently but a short time there.

Brig Crescent (Br), Spencer, St Marc, 19 days, with log-wood, &c, to J F Whitings & Co.

Brig Marshal Dutch of Bosroo), Coombs, Cardenus, 9 days, with molasses, to S C Loud & Co. Salled in company with brig Races, for —, and sehr Mary & Long, for Portiant, Brig L Stanles tof Stockton). Stowers, Matanzas, S days, "Brig L Stanles tof Stockton), Stowers, Matanzas, S days, with molasses, to S C Loud & Co. Bath easy N and NE gales and hides, to C H Mailory & Co. Had heavy N and NE gales and hides, to C H Mailory & Co. Had heavy N and NE gales and hides, to C H Mailory & Co. Had heavy N and NE gales and hides, to C H Mailory & Co. Had heavy N and NE gales and the face then fine southerly winds; Ith last, lat 24 & N, lon 80 W, exchanged signals with steamship Perit, from Galveston for New York.

Schr Chara Moutgomery, Borden, Para March 28, with miss, to N L McCready & Co. April 8, lat 22 36, lon 62 39, spoke bark Evanceline, 10 days from Demarara for Liverpool; first part of passage light afr and calms till lat 22 N, while laying to with a long part of the compare; 19th, while laying to with windows, the off endometric passage in eability and moving everything on deck.

Schr D H Bisboe, Gilkey, Maracelho, 22 days, with coffee, to master. April 14, lat 35 07, lon 72 48, had a heavy northerly gale; lost foreast?

Sehr Edward Lee fof Newburyporth, Dixon, Baracoa, 12 Sehr Edward Lee for Newburyporth, Dixon, Baracoa, 12 Sehr Edward L

Schr Win Fasier on days, with fruit, to order. Had strong N and NE winds whole passage.

Schr Edward Lee (of Newburyport). Dixon, Baracoa, 12 days, with fruit, to J & T Pearsail. 13th inst, 1at 30 25, 1on 73 12, spoke brig Neille Glifford, from Palladeiphia for Matanzas; same time, brig Harry Stewart, from do for do 15th, 1at 30, 1on 72, spoke brig Neille Mitchell, from New York, bound south.

lands; same time, org Neilie Mitchell, from New York, bound south.

Schr Rilgewood, Derrickson, Pensacola, 14 days, with yellow pine, to order.

Schr Ringer, Gooding, Charleston.

Schr John Ferris, St John. Wilmington, NC, 5 days, with naval stores, to Thomas & Holmes.

Schr Mary Mankin, Tyler, Wilmington, NC, 4 days, with naval stores, to Yan Brund & Signil.

Schr Mc A. Ward, Edwards, Virginia.

Schr E. White, Beaken, Virginia.

Schr E. White, Beaken, Virginia.

Schr Sch Stockton, Packer, Virginia.

Schr Snow Flack, Brown, Virginia for Pairhaven.

Schr Shat, Johnson, New Haven.

Schr Shat, Johnson, New Haven.

Schr Shat, Johnson, New Haven.

Schr Judge Hopkins, Fenton, New Haven.

The steamship City of Antwerp, Mirchouse, from Liverpool, reports, April 15, lat 43 43, lon 53 23, brig ringed Cunard steamship, bound east; 19th, 159 miles enas of Sandy Hook, bark Josephic (Rt), bound west.

BELOW.

BELOW. Bark Annie Troop, Troop, 18 days from Matanzas. SAILED.

Steamships Allemannia, for Hamburg; Eins, Liverpoorts Hallfax; Virgo, Savannah; Niagara, Norfolk, City Point and Richmond.

Wind at sunset S.

Shipping Notes.

The clipper ship Imperial and the steamer Sherman were floated from the Eric Basin dry docks yesterday morning. The steamship Quaker City, 1143 tons, new measurement, built in Philadelphia in 1854 by Mesers Vaughn & Lyon, and now belonging to this post, was taken in last evening, for the purpose of being calked, stripped of her old and furnished with a new suit of yellow metal sheathing.

The bark Thomas Whitney, of Turks Island, 288 tons, built in Yarmouth, NS-to which port she belongs, in 1867 to one

The bark Thomas Whitney, of Turks Island, 288 tons, built in Yarmouth, NS-to which port she belongs—in 1857, is on the People's dry dock, foot of Gouverneur street, having the wood sheathing stripped from her bottom.

The bark Willkommon, 250 tons, built in Dantzle in 1860 and there belonging, is on the sectional dry dock foot of Clinton street, to be calked, have a new piece of keel put on her and her bottom painted.

Marine Disasters.

Bate Ectives, from Mayaguez for Baltimers, is ashere on Thomas Point. Buig Wellsvond, from Windsor, NS, for New York, with plaster, is ashore at Monomoy Point, bilged, and will be a total loss.

total loss.

SOUR ANN & SURAN, from Mobile for Boston, was struck by lightning in the lower bay, Mobile, 1sth inst, and had maintopmast shattared and mainmast slightly splintered. She proceeded on her voyage,

BOHN MANY D IRELAND—Galveston, April 19—Sohr Mary D Ireland, Capitalo Ire. and, from Pulladelphia for this prot, with an assorted cargo, went ashore on Pelican Spit 1eth, and filled it cargo hadly damaged.

SOUR MIDDLEREX, Carr. of and for New Brunswick, NJ. from New Haven, went ashore on Mill Rock (Holl Gate, at & this morning, which caused her to leak some; was got off by wreckmaster Hrown, with the assistance of the tug John Filler.

The ONEGA, Kyle, sailed from Pernandina, Fla, on the Sith of November last, with jumber, for Havana, and has not since been heard of.

Lavaneous, April 4-The bark Annie Jane, from Liverpool for Aberdeen and New York, with sail, is ashore in No 154

Chart (Rhyl); all hands sared by Point of Ayr lifeboal; she auosequently broke up.

6th.—The bark Dency, from Bucksport (Me) for Cardenas, was shandoned Feb 30, in lat 30, lon 70, partially dismasted, and leaking 2, 60 strokes per hour. The crew arrived here in The from Hayama.

The form Hayama.

The form Hayama.

The form Hayama.

The form Hayama is a few to the form the form Hayama washed overboard during a heavy NW gide on the lith; when left she had three feet water in hold, and was making it inches per hour. The crew have arrived here.

PORTHLEVEN, April 5—At 5 AM, weather very thick and dirty, a large ship was seen close on the Staterer Sands from here, and she soon came on shore. She proved to be the American ship Nellle Harding, of Yarmouth, Me, Michell, from Antwerp for Cardill (baliast. As the Good tile made, als soon became a total wreek; crew, including the capital's wife, saved, 24 in number.

DEAL, April 7—The bark Bessie North, Faulkner, from

Buy.

We are indebted to purser Wm Hathaway, Jr, of the steamship San Salvador, for favors. SHIP Cowper, 1179 tons, built at Somerville, Mass, in 1854, has been sold at San Francisco on private terms. Some D P, of Newburyport, about 80 tons burthen, has

Windemen.
Cleared at New Bedford April 19, barks Lancer, Macy, Indian Ocean, Mattapoiset, Tripp, Atlantic Ocean, Mattapoiset, Tripp, Atlantic Ocean, Saled Hyb, bark E Cornine, Corneil, Atlantic Ocean, Arrived at Honolula previous to April 1, Aurora, Barnes, New Betford, with 319 bils sp; Camilla, Jones, do, 300 do; Ordole, Havre, do, 200 do; Roman, Jernegan, do, 90 sp; Occident, 270 wh.
Salled previous to April 1, Active, Blackmer, of New Bedford; Sea Streece, Flisher, do: Lagoda, Swift, do; California, Wood, do; Oliver Crocker, Fisher, do; Trident, Green, do—all to cruise. il to cruise. Arrived at Grenadian's Island, no date, schra Arizona, and ontezama, of Provincetown.

15, iat 48 N, 100 24 W.
Ship Lorangen (? reported Amer), bound south, March 4, iat 9 S, 10n ill W.
Ship Lorangen (? reported Amer), bound south, March 4, iat 9 S, 10n ill W.
Ship Missouri, from Glasgow for New York, March 28, lat 50, 10n 12. 48 S. Jon 24. Brig Lilla, Summers, from Boston for Sydney, NSW, Peb 17, lat 4 N, Ion 25 W. Brig Ambrose Light, from Cienfuegos for Boston, April —, off Cape Antonio.

The James Lougton, from New York for San Francisco (so reported), Feb 5, lat 11 S, lon 33 W.

Foreign Ports.

NTWERP, April 7—Sailed, Transit, Drinkwater, NYork.

MSTERDAM, April 6—Arrived, Lucy, Grey, NYork; Heloet (?), do. AQUADILIA. March 29—In port brig Eclipse (Br), Peter og, for Mayaguez, to load for Ba'tlmore, AQUADILLA. March 29—In port brig Eclipse (Br), Peterson, for Mayauser, to load for Battimore,
BRISTOL (Pill. April 6—Arrived, Alsen, Gromsch, NYork,
BRISTOL (Pill. April 6—Arrived, Alsen, Gromsch, NYork; 7th,
Kong Svere, Marinsen, Baltimore.
BRISTARIAVEN, April 2—Arrived, Blue Nose, Pettle,
NYork; 3d, Ocean, Gerdes, Baltimore.
Sailed 4tr, Carl, Otten, NYork; Leocadia, Wenke, do;
Emille, Meyer, do; Kosmos, Wierikbs, do; Christel, Friedrichs, do; Astronom, Kiopper, Baltimore.
BROUWRESHAVEN, April 5—Sailed, Brazil, Hibbert, NYork,
HARACOA, April 7—In port soft Mary S Lunt, Brown, for
NYork in 3 days.
CARDIFF, April 5—Arrived, James Coffil, Coffil, Havre;
Itasca, Tarbox, Antwerp.
CADIZ, April 1—Sailed 1st, Ukraine, Melchior, Boston,
CETTE, March 31—Sailed, Edwards, Carison, NYork,
CEPHALONIA, March 8—Sailed, Clara, Whiting, NYork,
COPENHAGEN, April 5—Arrivet, Ariel (s. Jones, NYork,
CALCETTA, April 4—Sailed, Ediza, Whiting, NYork,
CALCETTA, April 4—Sailed, Alpis 1—Joyd Raynor (Br.).

rk in 3 days.

RDIFF, April 5—Arrived, James Coffil, Coffil, Havre;

a, Tarbox, Antwerp.

DIZ, April 1—Sailed Ist, Ukraine, Melchior, Boston.

TTF, March 31.—Sailed, Edwards, Carison, NYork.

PRAHAONIA. March 8—Sailed, Edwards, Carison, NYork.

PRAHAGEN, April 4—Sailed, Edwards, Circon, NYork.

PRAHAGEN, April 4—Sailed, ships Hoyd Raynor (Br),

rds, and Rozelle (Br), Meidrum, NYork.

PR'IOWN, Util, Fob 36—In port bark Charlotte (NG),

riork; brig Stord (Nor), do.

riork; brig Stord (Nor), do.

reaches april 5—In port Frank Palmer, Latham, for

richthal in 5 days.

April 5—In port Frank Palmer, Latham, for

richthal in 5 days.

Richout, Sayril 5—In port, barks Carlton, Trecartier,

vork, Didays, Addie McAdaims, Partridge, for do, do;

Richout, Sayril 6—In part, barks, Carlton, Trecartier,

vork, Didays, Addie McAdaims, Partridge, for do, do;

Richout, Broberts, from Harans, just arrived; schra

Becch, Crawfort, for Nyork, log; Lucy & Maggie,

Floot, Janzier, for do, do.

Floot, Janzier, for do, do.

Roddry, darby brig Cheiso, Whitney, Baltimore,

Action and Charles and The Sayres, Schmidt.

Carlton and Coresi; 7th, Johann Martin, Bealts, Bremen

o (and anchored); 7th, Johann Martin, Bellix, Bremen

o (and anchored); 7th, Johann Martin, Bellix, Bremen

Eventing Star, F.F., St. Jago; Staffa, Brookman, Cardenas—all British vessels.

GIURALTAR, March 28—Arrived, Star of Wa'es, Jones, Meshana (and cleared 27th for Philadelphia); 28th, Carolina, Cilento, do (and cleared 27th for Boaton; Scotscraig, Simpson, Palermo (and cleared 28th for Nork); 28th, Carolina, Jones, Palermo (and cleared 18th for Nork); 28th, Dashing Wave, Hocken, do (and ceared 18th for Nork); 28th, Dashing Trifelied, Palermo (and cleared 18th for Nork); 18th, British (18th); 28th, Carolina, Carolina, Palermo (and cleared for Nork); 28th, Dashing Carolina, Palermo (and cleared for Smyrna); April 1, Edwin, Carolina, Nork (and cleared for Smyrna); April 1, Edwin, Sorenson, Philadelphia; Dirigo, Rumball, Messina.

GENOA, April 1—Arrivet, Camilla, Humphreya, Nyork, Galle, March 11—In port brig Wm Mason, Small, from Madeira, to load for NYork.

HELL, April 6—Arrived, Pawnee, Hatton, Darien.

HELVORY, April 4—Arrived, Wood and, Higgins, Philadeldais; cht. Tellus, Greenson, Nyork.

HALIVAX, NS, April 19—Salled, schr Annic Jane, for NYork.

HALIVAX, NS, April 19—Salled, schr Annic Jane, for NYOrk.

iranak, Turiey, Philadelphia (not Norleans); t, Power, Niork; British Lyon, Fizet, do; on, Tajpey, San Francisco; Tarifa's), Murpby, York; Manhattan (a), Williams, Nyork; Sakhattan (a), Williams, Nyork; Ebiana, Mahony, Nyork; 6th, Egeria, Star-Martha, Lewin, Philadelphia. , Southern Rights, Welhama, for Baltimore; Colofield, and Mosso Day, Woodward, MYork; Olofield, and Mosso Day, Woodward, Kyork; Nork; John O Batter, Spear, Philadelphia, April 7—Arrived, Eastern Chief, Armstrong,

Nellie Hustel, Malony, Boston, Vork,
Malony, Boston, Walley, Lewis, New York;
Malony, Boston, Fred, bark Teresa (Dutch),
Galle N'Vork; Stab. brig Sarah, from do.
Malaca, April 1.—Cleared, barks Witch, Hopkins,
Palermo; Arlosto (Ital), Lauro, NYork,
NAPLES, March 20—Arrived, Queen of Deron, Turner, New
York; Eth. Aeron Vale, James, do.
PLYMOUTH, April 5—Off, E. Sherman, Blanchard, freeCallao for Hamburg (and was off the Ed.)

schr Edic Waters, Polsom, from Cars, for Democrats in days, in ballast.

Post Au Pitinge. April 5—In port, brig B Inginac, Tollansbee, from and for Nyork, arrived 27th nit.

Smith, Bunker, from and for Nyork, arrived 27th nit.

OUERNBOWN, April 7—Arrived. Elitler (Nor), Hansen, Nyork.

Sailed 5th, Wellford, Edwards (from San Francisco), London; Minnesota, Lwerlet (from Savanash), Genenock.

RIO JANKHO, March 4—In port ship Enoch Train, Language, Saurena, March 27—In port bark Asciia, Suelling, for Boston, really. n, ready, Sailed Jist, bark Koniggraiz, NYork, San Andragus, March III—In port, schr Jennie, McCahan, or Baltimore, to sail about 3d inst. Sailed, trig Jennie Morton, Shanks, Guano Island, Say Mane, March 31—In port brig La Caycane, Doberty,

Sa Manc, March 31—In port brig La Cayenne, Doherty, for NYork, lig.
Sa Manc, March 31—In port brig La Cayenne, Doherty, for NYork, lig.
Salied, Brigh, Control, Salied, Batty, Tomivich, NYork; Bist, Salied, Batty, Tomivich, NYork; Bist, S Glacomo, Trapant, and Stephano Optich, Miletich, do
Thinking, April 1—Arrivet barks Minnie Cameron (Br), Graham, Appilowall; Alfred (Br), Marshall, NYork; brigs
Ermss Iven, Lorway, do; 2d, P H Todd, McGuire, NYork;
Diope (Br), Atkins, Baltimore; Minnie Abbe, Harding, Aspinwall; Sth, bark Fanny Lewis (Br), Gillan, do; schr Jack,
pinwall; Sth, bark Fanny Lewis (Br), Gillan, do; schr Jack,
a port north of Hatteras; 3d. Udola, Whittemore, NYork;
5th, Firm (Br), do do; schrs Ethan Allen, Histe, Haltimore;
Abby Hodgman, Eaton, Philadelphia; Sth, bark C V Minott,
Healv, NYork; 5th, brig J H Crowley, Crowley, Philadelphia;
schr St Croix, Wilson, do.
Valescuta, April 1—Arrived, Gladstone, Nelson, NYork,
VLOTORIA, April 1—Arrived, Gladstone, Nelson, NYork,
VLOTORIA, Jri, April 5—Arrived, ship Alaska, from Tukalet for Shangine.
Woodend, Fed.—Arrived at Palesage East, Max (NG),
from San Francisco.

American Ports.

American Ports.

Alexandria, April 19—Arrived, schrs Eltrabeth English, Crowell, Portland; Coperthwall, Newberry, Jersey City.

Salied-Schr A P Cramer, Grammer, Jersey City.

BOSTON, April 19—Arrived, schrs Neilie Brown, Higgins, Richmont, Va; Albert Mason, Rose, Alexandris; E H Furber, Cobb. and Neptune's Bride, Chase, Georgetown, DC; J Griffin, Coombis; G S Adams, Baker; Surprise, Beers, and M S Lewis, Lewis, Ballimore; Elia Day, Cogains; W F Garrison, Lloyd; J D McCarlby, Young; M Means, Bayard, and W Van Dusen, Thompson, Flathdelphia.

Cleared-Bark Francels B Fay, Donham, Melbourne; schrs Maria Hall, Shepard, Surinan; Millie Washburn, Atwood, Bermada.

20th—Arrived, barks Ionic, Powers, Loando; Clotiide, from Cienfuegos; schrs Mary Jane, from Bonaire; M M Fote, Abioti, Sagua.

Also arrived; Burks Jonic, Powers, Loando; Clotiide, from Cienfuegos; schrs Mary Jane, from Bonaire; M M Fote, Abioti, Sagua.

Also arrived; Burks Jonic, Powers, Loando; Clotiide, from Cienfuegos; schrs Gib, Sarvine; 20th, bar'z Nonparell, from Montevideo.

BALTINGIE, April 18—Arrived, slip India, Patten, New Orleans, bark Facilie Bir, Mexencie, Buenos Ayres; schrs Twyr E Graham, Morgan, Si Vincont; Quickstop, WYork; Mary E Graham, Santalin, New Haven; Maschet (Br), Conway, Newburppert.

18th—Arrived, ship Lady Cartier (Br), Hatfield, Liverpool; schrs C Clark, Crook, St Andrews; Petrel (Br), Shanks, San Andreas; Marietta Tilion, Miller, Matantas; Dearborn (Br), Bewer, Aguachila, PR.

Cleared—Steamship George Appold, Howes, Roston, via Norfolk; schrs L Puffer, Jones, Nyork; Elien, Buckley, Troy; E & L Cordery, Grace, Salem; Empire, Ferguson, Beifast.

Salled—Barks R B Mulhall, Lykurg.

CHARLESTON, April 20—Arrived, sleamship Champlon.

Norfolk; schrs L. Püffer, Jones, "Nyork; Rilen, Buckley, Troy; E. & L'ordery, Grace, Salen; Empire, Ferguson, Beifast.

Salled.—Barka R. R. Mulhall, Lykurg.

CHARLESTON, April 29—Arrived, steamship Champion, Nyork.

Nyork.

Jessen, Ireas Monroe, April 29—Passed up, ship Cavour, Jessen, Ireas Liverpout; bark Manikou, Worth, Irom Ponce, PR, theig George, Leighton, from Navassa via Key West—all for Bailmore, Salen, Leighton, from Navassa via Key West—all for Bailmore, Salen, Leighton, from Navassa via Key West—all for Bailmore, Salen, Leighton, from Navassa via Key West—all for Bailmore, Salen, Leighton, from Navassa via Key West—all for Hailmore, Salen, For Boston; Iris (Re. Burreit, Nyork for Cow Bay; Wings of the Morning, Morarisus, and M. M. Pote, Abbott, Sagua for Poston; R. H. Wasford, Sprague, Troy for do; F. J. Cummings, Sargent, Etizabeth, and M. M. Pote, Abbott, Sagua for Poston; H. H. Wasford, Sprague, Troy for do; F. J. Cummings, Sargent, Etizabeth, port for do; Ciara Rankin, skankin, Georgetown, DG, for Bath; L. & Babecek, Smith, Philadelphia; Connectient, Pendeton, Calais for do; Active, Chombs, Bockport, Me, for do; E. G. Williard, Parsons, Portland for do; Willias, do for Jone, Salen, Leiter, Jones, Morter, Country, Bockport, Me, for do; E. G. Williard, Parsons, Portland for do; Williamson, M. Johns for — eres, Londo for Reston, 1998, Accanding for Boston, Bandel Pierson, Pierson, St. George for Hailimore; Addle F. Cole, Cole, Boston for Poinner, M. Desperandur, Gilver, do for Tangler; Benator Paulkin, do for Norsk; Panie W. Johnston, Marts, and Jas Satterthwaite Long, do for Philadelphia; E. H. Wheston, Johnson, Salem for do; Clara Marrick, Montgomery, Lanceville for do; Tennessee, Reed, Vinnihaven, for rhiladelphia.

Sailed.—Brigs Wobster Kellev, Iris (Itr.); schrs Joan Jones.

B H Warford, C Rankin, Geo W Glover, John C Henry, L & A Babcock, Albert Mason, John P Rust.

18th, A M-Arrived, bark John, Crowell, Boston for NYork; schrs Samuel Fish, Teel, James River for Bath; Mary G Farr, Maloy, Philadelphia for Boston: Minnis Gobb, Ingraham, NYork for Danversport; Angeline, Norton, de for Gloucester: Essex, Waliace, Milbridge for NYOR.

Milord Haren.

Hord Haven.
Cleared Schr Artie Garwood, Godfrey, Peusacola.
Cleared Schr Artie Garwood, Godfrey, Peusacola.
The Wolthians, April 15 Arrived, barks Netherto rely Wolthians, April 15 Arrived, barks Netherto rely Wolthians, Davison, Shield con Sewport, Country of Control of Con

PHIL DELPHIA, April 19—Arrived, barks Maria Adelale Charles Libertucki Sam Shennard, Evans, Clentucky

rs. Newton.
, steamers Yazoo, Catharine, NOrleans via
, Sogga, Boston; bark Roanoke, Davis, Porto
Clark, Whitemore, Cardenas; G W Chase,
s Leonessa, Meyer, do; Ruth H Baker, Loring, Bacon, do; schrs Leonessa, Meyer, do; Ruth H Baker, Loring, Matanzas,
Lewes, Del, April 19—At the Breakwater, brig C V Wil, Ilams, from Zaza, for orders. Went to sea 17th, bark Oceans, St. John, NE; brigs Albatross, do; 'mily, Fisher, Sagua. St. John, NE; brigs Albatross, do; 'mily, Fisher, Sagua. SAN FRANCISCO, April 19—Sailed, ships Collistreams, Greenman, Liverpool; Kunrise, Luce, Callac; bark Albert Williams, Walker, Montevideo.

SAYANNAH, April 18—Cleared, ship Chevalier (Rr), Allen, SAYANNAH, April 18—Cleared, Ship Chevalier (Rr), Allen, Savau; Marçaret Reinhart, Hand, New Haven.

TAUNTON, April 18—Sailed, schrs Royanna, Burley, Phillips, Hoboken; Sallie W Ponter, Lincoln, NYork.

WILMINGTON, NC, April 17—Arrived, bark Fearless, Patrick, NYork; schrs Adeline Hamilin, Dearborn, Bangor; L Q C Wishart, Mason, NYork.

20th—Cleared, Steamship Wm P Clyde, NYork.

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OFFICIAL DRAWINGS
Missouri and Kentneky State Lotteries.
Missouri and Kentneky State Lotteries.
Missouri and Kentneky State Lotteries.
Missouri—Extra Glass 266, Aratic 20, 1371
21, 67, 41, 13, 72, 56, 25, 10, 37, 76, 18, 51, 42,
Missouri—Glass 281, Aratic 20, 1892,
55, 25, 22, 23, 42, 73, 41, 9, 10, 6, 27, 16, 36, 72,
KENTUCKY—EXTRA GLASS 285, Aratic 20, 1893,
73, 49, 35, 34, 61, 28, 54, 4, 70, 7, 43, 77, 8,
KENTUCKY—GLASS 286, Aratic 20, 1893,
78, 27, 77, 72, 41, 21, 61, 25, 9, 14, 24, 73, 7,
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